



SH 114 Irving

From International Parkway to Riverside Drive
CSJs: 0353-04-011, 0353-04-112,
0353-04-115, 0353-06-063, and 0353-06-067
Public Meeting Script

SLIDE 1 – Welcome Slide

The Texas Department of Transportation, or TxDOT, welcomes you to the SH 114 Irving public meeting. We appreciate your interest in the project and thank each of you for your participation.

Please note, for those viewing the virtual public meeting, you can pause this presentation at any point to allow more time to view the slides or get a more detailed view of project design and other exhibits on the website.

SLIDE 2 – Help End the Streak

November 7, 2000 was the last deathless day on roadways in Texas. That means for over 22 years, at least one person has died every single day. We all have a part to play to change that. This message is that reminder to each of us to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So please do your part and share this message with your friends and family.

SLIDE 3 – Public Meeting Purpose

This public meeting has been convened by TxDOT and is being held to receive and consider comments from the public regarding the SH 114 Irving project.

You may have attended previous public meetings conducted by TxDOT. However, for the benefit of those who have never attended one, I will explain why and how the Department conducts a public meeting.

A public meeting has four essential purposes:

1. To inform the public of the status of planning efforts on the project and to present the recommendations based on studies performed to date.
2. To describe the project to the public including known potential project impacts to the human and natural environment.



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3. To provide the public an opportunity to view information and express their ideas and concerns at this stage in the planning process while the ability to respond to comments is still flexible and before location and design decisions are finalized.
4. And finally, to develop a record of public views and participation to accompany recommendations for subsequent decisions.

This virtual public meeting is being held in compliance with both federal and state laws. Documentation of this meeting will be made available for the official record.

SLIDE 4 – Viewing Design Schematic and Project Information

All information presented in this presentation and project materials, including those at the in-person public meeting, can be accessed through TxDOT's Dallas District's website: www.keepitmovingdallas.com. You can search for the project or go directly to the website. Scanning the QR code will take you directly to the project page.

SLIDE 5 – Project Location

The SH 114 Irving project limits are from east of International Parkway to east of Riverside Drive. The total project length is approximately 7.1 miles and is located in Dallas and Tarrant counties, Texas. The project is located within the cities of Irving and Grapevine. A larger version of this location map is available online and on display at the in-person public meeting.

SLIDE 6 – Project Purpose and Need

The purpose of the proposed project is to improve mobility in the corridor by adding capacity to meeting existing and future traffic demand; upgrade the existing corridor to current engineering design standards; and to manage congestion during peak travel times.

The proposed improvements are needed because the existing roadway facility does not meet current or future traffic capacity demands in the northeast Tarrant County and northwest Dallas County. The current roadway does not meet current TxDOT design standards causing additional congestion and potential safety hazards.



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SLIDE 7 – Existing and Proposed Typical Sections: International Parkway to SH 161

The existing SH 114 roadway from International Parkway to SH 161 includes seven 12-foot wide general purpose main lanes (four eastbound lanes and three westbound lanes), one 12-foot wide westbound managed lane, and four to six frontage road lanes (two to three in each direction) from Freeport Parkway to SH 161. Discontinuous frontage roads occur westbound at Hackberry Creek and eastbound from Esters Blvd to Hackberry Creek. Short segments of sidewalks occur occasionally along the SH 114 frontage roads.

The proposed design between International Parkway and SH 161 would widen the roadway to eight general purpose mainlanes and construct two concurrent managed lanes. Continuous four to eight frontage road lanes would be reconstructed or widened from Freeport Parkway to SH 161. The eastbound frontage roads would be discontinuous from Esters Boulevard to Beltline Road. A ten-foot wide shared used path would be constructed adjacent to the frontage roads for bicycle and pedestrian accommodations.

SLIDE 8 – Existing and Proposed Typical Sections: SH 161 to State Spur 348

The existing SH 114 roadway from SH 161 to State Spur 348 includes six 12-foot wide general purpose main lanes (three lanes in each direction), two 12-foot wide concurrent managed lanes, and four to six frontage road lanes (two to three in each direction). Short segments of sidewalks occur occasionally along the SH 114 frontage roads.

The proposed design between SH 161 and State Spur 348 would widen the roadway to eight general purpose mainlanes, reconstruct or widen to four to eight frontage road lanes, and widen the concurrent managed lanes to four lanes. A ten-foot wide shared used path would be constructed on both sides of SH 114 for bicycle and pedestrian accommodations. Existing right-of-way width varies from 300 to 680 feet along the roadway and 600 to 1,500 feet at intersections.



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SLIDE 9 – Existing and Proposed Typical Sections: State Spur 348 to east of Rochelle Boulevard

The existing SH 114 roadway from State Spur 348 to east of Rochelle Boulevard is comprised of four 12-foot wide general purpose main lanes (two lanes in each direction), two 12-foot wide concurrent managed lanes, and four to six frontage road lanes (two to three in each direction). Short segments of sidewalks occur occasionally along the SH 114 frontage roads.

The proposed design between State Spur 348 and east of Rochelle Boulevard would widen the roadway to six general purpose mainlanes, reconstruct or widen to four to eight frontage road lanes, and reconstruct the concurrent two managed lanes. A ten-foot wide shared used path would be constructed on both sides of SH 114 for bicycle and pedestrian accommodations. Existing right-of-way width varies from 300 to 680 feet along the roadway and 600 to 1,500 feet at intersections.

SLIDE 10 – Projected Cost and Schedule

The SH 114 Irving Project is anticipated to be ready to let in summer of 2028 and would take approximately 4 years to construct. The total estimated construction cost is \$1.3 billion. The construction phase of the project is currently unfunded; however, right-of-way acquisition can proceed. This concludes the project information and design portion of the presentation. The next few slides will provide an overview of the environmental evaluation for the proposed SH 114 Project.

SLIDE 11 – National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

Prior to December 16, 2014, the Federal Highway Administration, or FHWA, received and approved documents prepared under the National Environmental Policy Act, known as NEPA; however, on December 14, 2014 the Texas Department of Transportation assumed responsibility from FHWA through a Memorandum of Understanding to review and approve certain assigned NEPA environmental documents. This Memorandum of Understanding between TxDOT and FHWA was updated on December 9, 2019. The review and approval process apply to this project. Environmental studies are being conducted for the proposed SH 114 Irving project to support an environmental clearance in accordance with NEPA. These environmental analyses are necessary to identify, avoid, and minimize effects to the Human and Natural Environments.



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The technical environmental documentation will be approved for further processing by TxDOT and would be coordinated with other public agencies. Notices for this public meeting were advertised in *The Dallas Morning News*, *Al Día*, *The Dallas Examiner*, *the Irving Rambler*, on the TxDOT.gov website under “Hearings and Meetings Schedule” and on www.keepitmovingdallas.com under “Public Hearings and Meetings.” The TxDOT Public Information Office also prepared a news media release to advertise the public meeting. The TxDOT roadway design schematics are available on the project website at www.keepitmovingdallas.com/SH114Irving.

SLIDE 12 – Environmental Constraints Map

The project Environmental Constraints Map is used to help planners and engineers at the outset of a roadway project to increase awareness of environmental constraints to help minimize potential project impacts while meeting the project purpose. The full-size map is available as a display at the in-person public meeting or it can be viewed on the project website. The major known constraints include commercial, retail, and residential development, gas stations, stream and floodplain crossings, and parks. Environmental studies for this project are ongoing.

SLIDE 13 – Environmental Review – Right-of-Way

Approximately 22.5 acres of new-right-of-way would be required for the proposed improvements. The proposed project would not require any displacements. All right-of-way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The brochures titled “The Purchase of Right of Way,” is available on the project website. This material contains detailed information to inform you of your rights and provide information about the TxDOT right-of-way acquisition process.

SLIDE 14 – Project Timeline

The public comment period for the proposed project ends on Wednesday, March 29, 2023. Following this public meeting, the project design will be refined per public input, environmental studies will be developed, and additional public involvement may be held. If there are no major issues from the environmental analysis that cannot be addressed in a reasonable time frame, final environmental clearance is expected in Spring of 2024.



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SLIDE 15 – We Request Your Feedback

Comments will be accepted in the four ways, which are outlined here. All comments will be fully considered and responded to in the project record and made part of the environmental documentation for this proposed project. This document will then be made available for public review online at www.keepitmovingdallas.com/SH114Irving. All statements, comments and questions will be given careful consideration before the final design is completed. As a reminder, all comments must be received or postmarked by Wednesday, March 29, 2023, to be included in the official public meeting documentation.

SLIDE 16 – Thank You

“Thank You” We sincerely appreciate your participation and interest concerning the proposed design of the SH 114 Project. Your questions, comments, and concerns will receive careful consideration.

Thank you, this concludes the presentation.